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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY East Germany

REPORT

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SUBJECT Haina Airfield Project

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REQUIREMENT

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PLACE ACQUIRED

REFERENCES

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1. During the first half of December 1953 Bau-Union Sued, which normally builds exclusively for the Aero-Clubs and is therefore controlled by the KVP Bauverwaltung at the Ministry of the Interior, received instructions to build two airfields for the Soviet Air Force, one near Erfurt and another near Eisleben. These instructions were passed at a conference at the Sonderbaubureau at Werder, attended by Lt. Col. Liesicke of the KVP Bauverwaltung and Klunker, technical director of Bau-Union Sued. All preparatory work, including clearance, levelling, drainage, and opening of communications, was to be completed during 1954 and would cost 10 million eastmarks for each airfield. Concrete runways were to be laid in 1955.
2. The site "near Erfurt" has now been identified as a former German landing ground immediately to the north of Haina, the temporary buildings of which were dismantled after the war.
3. During the second half of February 1954, surveyors of Bau-Union Sued commenced to work there and at mid-March 1954 the site was occupied by approximately 250 Soviet Army men, responsible for guarding the area, and a detachment of Bau-Union Sued with 250 workers. The Oberbauleitung was headed by Lehmann and ZoenEgen.
4. On 16 March 1954, Colonel Smirnov of the Soviet Air Force headquarters at Werder paid his first visit to the Bau-Union detachment at Haina and gave instructions that an east-west runway, approximately 2,200 meters long, 60 to 70 meters wide and 30 centimeters thick, was to be built. This would mean extending the area of the former German landing ground across the Haina - Behringen road, which would be cut by the runway. [redacted] the first task of the detachment would be to relay the rail track of the BuEleben - Behringen branch line (which had been dismantled after the war) up to Friedrichswerth and to build a spur from there to the airfield.
5. The KVP Bauverwaltung has allocated 350 tons of tracks, which will cover approximately 5 km out of the 19 km of track which have to be built from BuEleben. [redacted] It is not known when the remainder of the track would

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become available as no consideration had been given to this project in the East German economic planning for 1954. Formerly these tracks would have been ordered from the DDR government booked as reparations by the Soviet Control Commission. Now clearance had first to be obtained from Moscow.

6. The KVP Bauverwaltung has allocated 30 km of narrow-gauge track to this site.
7. An overhead electric power supply running along the Friedrichswerth-Haina Behringen road is available and should suffice for the period of construction. The water supply is inadequate and wells of an estimated depth of 80 to 100 meters will have to be drilled.

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